

Massillon Independent,
Published weekly by
J. FROST & P. WELKER.
Two Dollars a Year, in Advance, third
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Massillon, O.
JOB PRINTING
Labels, Cards, Tickets, Programmes,
Handbills, Posters, Blanks, Pamphlets, etc.,
Done at this office neatly and expeditiously,
on terms adapted to the times.

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BANKS.
UNION NATIONAL BANK.
MASSILLON, O.
CLEMENT RUSSELL, WM. MCCLYMONDS,
President. Cashier.
FIRST NATIONAL BANK,
ERIE ST., MASSILLON, O.
\$ 9,000 CAPITAL.
I. STRESS, President. S. HUNT, Cashier.

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F. L. BALDWIN,
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Office in Opera Block. Collections promptly
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A. METZ, M. D.
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over Humburger & Son's store.
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door above Prospect st, Massillon, O.

EMIL C. LUKS, M. D.
Graduate of American and European
Universities, having resided permanently in
Massillon, O., for his professional services to
the citizens of this place and vicinity. Special
attention paid to Chronic Diseases.
Private Residence—Corner of North and
High streets, where all night calls ought to
be made. 457-ly

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Office hours 8 till 9 a. m.; 1 till 2 30 p. m.; and
7 till 8 p. m. Residence, corner Mill and
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Office corner of Main and Hill sts.
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hours 8 to 10 a. m., 1 to 3 p. m., 7 to 9 p. m.

A. R. SOWERS,
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DRUGGISTS.
Z. T. BALTZLY, J. C. GOOD, M. D.
BALTZLY & GOOD,
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Dealers in Drugs, Medicines, Perfumery,
Brushes, Trusses, Shoulder Braces, Blank
Books, School Books and Stationery. West
side of Canal, Main street Massillon, O.

JOSEPH WATSON,
DRUGGIST, Main Street.
keeps constantly on hand Oils, Paints, Var-
nish, Glass, Drugs, Medicines, Brushes and
Wall and Window Papers, etc.

EDWARD KACHLER,
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Main street, dealer in Books, Drugs and
Medicines, Oils, Paints, Varnish, Glass, Per-
fumery, Patent Medicines, School Books,
Wall and Window Papers, etc.

DENTISTS.
E. CHIDESTER,
DENTIST.
Office over Humburger & Son's store.
TEETH filed on Gold, Silver, and Hard
Rubber Plates. Also, Filling done after the
latest and most approved plan.

A. H. JOHNSON,
SURGEON DENTIST,
Office over Conrad's hardware store, Main st.
Work warranted second to none in Ohio for
beauty, comfort and durability. From our
to an entire set, on gold, silver, platinum or
vulcanite base. Charges moderate.

GROCERIES.
H. K. DICKEY & CO.,
WHOLESALE GROCERS,
and Tobacco Dealers. Sell to the trade only.
Exchange Place Massillon.

MISCELLANEOUS.
LUMBER YARD.
M. A. BYOWN, is prepared
to fill bills at Cleveland prices, freight added,
on short notice. Full stock of Pine Timber
and Lumber, Flooring, Siding, Ceiling, Barn
Boards, Battens, Shingles and Lath, in short
every thing in the lumber line. Opposite
Massillon depot.

D. R. ATWATER & CO.,
Forwarding and commission Mer-
chants, and Dealers in all kinds of country
Produce Warehouse in Atwater block,
Exchange place.

W. F. RICKS & BRO.,
DRY GOODS MERCHANTS,
Massillon, Ohio.

MYERS & WILLISON,
Manufacturers of Hubs, Spokes,
and Bent Wagon for Wagons and Car-
riages. Planning and Matching done to order.
North end Erie street.

MASSILLON FURNACE,
J. P. BURTON, Proprietor.
Manufacturer of Foundry Pig Metal, similar
in quality and equal in every particular
to Scotch Pig. Also, Massillon Coal for sale.

Massillon Independent.

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SEBASTIAN STUTZ,
SURVEYOR AND CIVIL ENGINEER,
Office, Erie street, above Union National
Bank, Massillon, Ohio. 444

H. FALKE,
Wholesale and Retail Dealer in
Dress Silks, Millinery, Embroideries, Boas,
Cloaks, Shawls, Gloves, Lady's Fancy
Goods, Hosiery, &c., Main street, 3 doors
above Mill, Massillon, Ohio.

JAMES KELLEY, PETER F. KOONTZ,
KELLEY & KOONTZ,
CARPENTERS & BUILDERS,
Are now ready to do all kinds of work in
their line at short notice and on Reasonable
Terms.
STAIR BUILDING IN ALL ITS BRANCHES
MADE A SPECIALTY.
Call and see us at corner of North and
Clay streets, directly north of the Massillon
Sash Factory. 462-ly

TANNING.
LEATHER OF VARIOUS KINDS,
Such as Harness, Kip, Calf and Upper made
at the well known Tannery on Erie street.
J. D. BORTWICK, Proprietor. Cash paid
for Hides, Skins and Bark—464-ly

FURNITURE.
WE
RETAIL
FURNITURE
OF
OUR OWN
MANUFACTURE.
Below
EASTERN
WHOLESALE
PRICES.
— All Goods —
WARRANTED.
HART & MALONE,
103
105
107
WATER STREET.
Factory
30
32
34
St. Clair Street,
CLEVELAND, OHIO. 447-ly

The best assortment of Guns, Re-
volvers, and Sporting Goods generally at
KELLEY & BROWN'S.
J. R. WORSWICK, E. LEWIS.
SEND FOR PRICE LIST.
WORSWICK & LEWIS,
Cleveland Brass & Pipe Works
Cor Merwin and Center sts. Cleveland, O.

Manufacturers and dealers in wrought iron
pipe, iron fittings and brass goods, of steam,
water, gas and oil. Cannon steam and
Europe hand Pumps. All kinds of steam
and gas fitting tools kept constantly on
hand. 473-ly.

MASSILLON JOBBING AND
REPAIR SHOP.
GENET & HOWALD
Are now ready to repair stoves, and furnish
Stove plates of all kinds.

Plows and Plow Points,
Car Wheels, Sash Weights,
Iron Columns, Lamp Posts,
Caps and Sills for windows,
Hollow Ware and Kettles,
furnished to order.

Prompt attention paid to all kinds of Re-
pairing at the shop on Mill street, north
of the American. 483-ly

MASSILLON IRON WORKS.
Killinger & Co.,
MANUFACTURERS OF PARLOR, HEATING AND
COOKING STOVES.
Plows, Points, Car Wheels, Bells, and
Castings Generally.

STATIONARY AND PORTABLE STEAM ENGINES,
AND CIRCULAR SAW MILLS.
Prompt attention given to repairing Mills,
Engines, and Machinery of all kinds.

IRON BUILDING MATERIAL,
Columns, Caps, Sills, &c., furnished to order.
Office and Foundry, Main st., West of
Canal. 245-ly

THE
Earth
Closet
Company.
JOHN HOSKIN, General Agent for Ohio,
Western Pennsylvania, &c.
Patent Dry Earth Closets in Walnut or
Ash Cases.
Patent Dry Earth Apparatus for Fixed
Closets or Privies, either Pull-up
or Self-acting.

The Dry Earth Closet is a successful sub-
stitute for the water closet, being cheaper,
less liable to get out of order, and positively
free from odor. Suitable for dwelling house,
sick chamber, merchants' offices, factories,
schools, railroad depots, hospitals, prison
cells, &c., &c. Call and see them at the
Massillon Excelsior Works. 343-ly
Agents wanted in every town.

A large line of Oil Cloth and Cur-
tains, of new patterns; call and see
them, at **KELLEY & BROWN'S.**

Miscellaneous.

SHAKING HANDS ACROSS THE
BLOODY CHASM.

The ultimate purpose of the "new
and all-powerful" party, made up
"out of the ruins of the existing organ-
izations," is frankly stated by Senators
Frank P. Blair, and T. F. Bayard, and
their Democratic associates. Hon. S. S.
Cox, James B. Beck, P. Van Trump, A.
M. Waddell, J. C. Robinson, and J. M.
Hanks, over their own signatures, and
their minority report as members of
the Kinkaid committee, at the close of
the last session of Congress. On page
527, in presenting The Views of the
Minority, they use the following words,
copied verbatim, viz:

"But while the negroes of the south
have position and power in the admin-
istration of public affairs now, who
can say, who can look into the future
so clearly as to enable him to say how
long this unnatural state of things
will last. No one is so present as to
be able to fix the period of its dura-
tion; but that it must end somehow,
and at some time not in the distant
future, no philosopher thinker will
doubt. It is altogether too abnormal,
too much opposed to the instinctive
feeling, some will say prejudices, of
the white race, to endure beyond the
peculiar condition of popular opinion,
brought about by a war prosecuted in
the end for freedom, if not, the enfor-
cement of the negro. Gradually, in
time, and under a change of circum-
stances, this exceptional state of the
popular mind will wear out and pass
away, and public opinion will vibrate
back to its old condition, as it existed
prior to the disturbing influences of
the war. This will be brought about
by one of two things; either by a rup-
ture of the government itself, or the
springing up of some new and all pow-
erful party out of the ruins of the ex-
isting political organizations. When
either of these two things shall occur,
and God grant it may not be the first,
it will be the political death of the ne-
gro on this continent. So far as it
relates to his future solidity as a race,
commingled with the whites within the
Union, he will be in a worse condition
than he was in a state of slavery; for
the inevitable tendency will be to seg-
regate him from the white race, and if
not transported to some other country,
he will slowly but surely pass away
like the aborigines, and his place
among us, like that of the Indian, will
be known no more forever."
(Signed)

FRANK P. BLAIR,
T. F. BAYARD,
S. S. COX,
JAMES B. BECK,
P. VAN TRUMP,
A. M. WADDELL,
J. C. ROBINSON,
J. M. HANKS.

There is no ambiguity in this lan-
guage. They say "the negroes of the
south have position and power in the
administration of public affairs now."
* * but that it must end some-
how, and at some time not in the dis-
tant future, no philosophical thinker
will doubt. Yes, it must end some-
how, they say, and the time is not in
the distant future. Hence in their
opinion, it must be near at hand. They
then state frankly how it will be
brought about. We quote again their
own words: "This will be brought
about by one of two things; either by
the rupture of the government itself,
or the springing up of some new and
all powerful party out of the ruins of
the existing political organizations."
They then say, "When either of these
two things shall occur, (here they take
breath to utter a prayer, asking "God
to grant that it shall not be the first,"
and proceed,) it will be the political
death of the negro on this continent!"
What will be his political death? Clearly
"the springing up and success of
this new and all powerful party," with
Horace Greeley at its head. When
this shall occur they declare that "the
(the negro) will be in a worse condition
than he was in a state of slavery." Ominous
words, coming as they do
from the supporters of this new party
organization. But they go on and de-
clare that if he is not driven from the
country, or transported beyond the
seas, "he will slowly but surely pass
away like the aborigines, and his place
among us, like that of the Indian, will
be known no more forever!" This is an
official statement of what the instiga-
tors and supporters of the Greeley
movement expect should they succeed
in electing him to the presidency and
again coming into power. Being
forewarned, let the colored people be
forewarned.

There is no work done by any agri-
cultural community that pays so well
as road making and repairing. How
often farmers are prevented from
availing themselves of good market
prices on account of the miserable con-
dition of roads. How often are their
profits reduced by the expenses of car-
rying over bad roads. When summoned
to aid in road repairing, as is the cus-
tom in many parts of the country, how
reluctantly their service is contributed
to the general good, and how the work
is shirked. Because they do not reap
their reward directly in dollars and
cents, they do not realize the magni-
tude of the return for labor expended.
But saying no more as to the impor-
tance of good roads to farmers, let us
lay down a few general principles which,
if observed, will for the most part in-
sure passable roads for all seasons.
Thorough drainage is absolutely es-
sential. Where it cannot be secured,
a bridge or causeway will be required.
The roadway should never be level,
either longitudinally or laterally. It
should be rounded up so that water
sheds toward both sides, where it
should be received by ample ditches.
Through these the water should flow
only to such a distance as is propor-
tioned to the capacity of the ditches.
If the water overflows the road during
heavy rains, there will soon be ruts
and mud in plenty. Where the two
longitudinal inclines meet there should
be culverts of good substantial mason-
ry, through which the drainage water
may flow into some natural channel.
If the road be built in this manner,
and thoroughly rolled with a good

heavy steam roller, and a surface of
broken stone or gravel well rolled in,
deep mud and ruts may be abolished,
even on the worst soil, and a durable,
smooth-surfaced road may be guaran-
teed. The celebrated Telford road is
nothing more than a hard rolled earth
bed, with a broken stone surface well
rolled in. It is one of the best as well
as one of the cheapest of roads.

When stones are plenty, Blake's
stone crusher will bite them in pieces
as easily as a boy cracks a walnut, and
with a rapidly moving belt. With
these two outgrowths of modern en-
gineering, there remains but very little
excuse for bad roads in any place where
there is plenty of stone.—American
Aristocrat.

WRITING FOR A LIVING.

Three articles a year is all any first-
class writer can hope to get into any
one magazine, and these will not aver-
age more than eighty dollars, or two
hundred and forty dollars paid by one
magazine to one contributor per year,
and that contributor a first class writer.
Now, there are but eight or ten month-
lies in the country into which a popu-
lar writer might manage to get twelve
or fifteen articles a year, and realize
eighty dollars an article, some twelve
hundred dollars from his pen! If this
be the case with the first writers in the
country, what becomes of all the scrib-
bling small fry that are trying to make
a living with their pens? Write, gentle-
ladies, one and all, but let it be under
some other inspiration than that of
hoping thereby to furnish your ward-
robes or make your bread. Pen money
may suffice for pin-money; but it will
not do to trust it for the staples of ex-
istence. Nothing chills genuine in-
spiration like cash and routine. Mark
Twain, the greatest humorist of the
day, tried to be funny by the month,
to spin jokes by the yard, to re-vamp
old witticisms and invent new ones, in
the Galaxy, at so much a page, and
made a desperate failure of it. Fancy
is confounded by the clatter of cog-
wheels, and highest human invention
cannot be harnessed in mill horse
traces and urged to a mill horse round
without becoming as stupid as the mill
horse himself, the chiefest emblem of
stupidity and dullness.—Ladies' Re-
pository.

RURAL ROADS.

The season for bad roads approach-
es: the time midway between autumn
and winter, when a frozen soil is broken
up into innumerable fragments of
clay, edgewise and every wise
into a substratum of mud, where the
lost locks them fast, producing a leg-
wrenching, wagon-racking, horse-and-
vehicle destroying surface unknown to
frequenters of large cities, where Del-
gian, cobblestone, wood and concrete
pavements prevail. This sorry state
of things may be met with on tens of
thousands of leagues of roads through-
out such portions of the United States
as are subject to heavy frosts. In the
spring and fall when the feeble
weather comes and when it freezes,
the roads are well nigh impassable for
light vehicles, and altogether unfit for
the transportation of loads. Where
floods do not prevail, the autumn and
spring rains make mortar beds of the
road surfaces, through which beagled
teams painfully struggle, weary-
limbed and heavy eyed, often giving
up in sheer despair, obliging their
drivers to leave their vehicles at and
in mire and lead their worn out horses
to the nearest haven of shelter.

We have not a single rural reader
who will not at once recognize the
truth of this picture. Could they rec-
ognize the truth as well, that on all
main roads it would be far cheaper,
by systematic road making and repairing,
to avoid the evils portrayed, there
would be no necessity for the present
article.

There is no work done by any agri-
cultural community that pays so well
as road making and repairing. How
often farmers are prevented from
availing themselves of good market
prices on account of the miserable con-
dition of roads. How often are their
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to aid in road repairing, as is the cus-
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reluctantly their service is contributed
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Thorough drainage is absolutely es-
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a bridge or causeway will be required.
The roadway should never be level,
either longitudinally or laterally. It
should be rounded up so that water
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Through these the water should flow
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tioned to the capacity of the ditches.
If the water overflows the road during
heavy rains, there will soon be ruts
and mud in plenty. Where the two
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be culverts of good substantial mason-
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may flow into some natural channel.
If the road be built in this manner,
and thoroughly rolled with a good

heavy steam roller, and a surface of
broken stone or gravel well rolled in,
deep mud and ruts may be abolished,
even on the worst soil, and a durable,
smooth-surfaced road may be guaran-
teed. The celebrated Telford road is
nothing more than a hard rolled earth
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rolled in. It is one of the best as well
as one of the cheapest of roads.

When stones are plenty, Blake's
stone crusher will bite them in pieces
as easily as a boy cracks a walnut, and
with a rapidly moving belt. With
these two outgrowths of modern en-
gineering, there remains but very little
excuse for bad roads in any place where
there is plenty of stone.—American
Aristocrat.

At the fifth annual convention of the
American society of civil engineers,
Mr. J. D. Steel, of Contoivre, Pa., read
a paper on "Early History of Railroads
and the Origin of the Gauge." The
paper was full of interest, and elicited
the undivided attention of the members.
The author narrated the gradual pro-
gress of the rail from the first wooden
track to the perfect steel rail of the
present day. Steam was employed
first in England, in 1714, in which
year was proved that the adhesion of
the wheels to the rail was sufficient to
move a loaded train without the use of
stationary engines. In 1810 Stephen-
son applied the motion directly from
the piston to the wheels, and a few
years later a train of 38 wagons loaded
with freight and passengers was drawn
at the rate of twenty miles per hour.
In 1827, the first road was built in the
United States—the Quincy road, with a
gauge of three feet. About the same
time the March Chunk road was con-
structed, which was a gravity railroad,
extending a distance of nine miles. In
1828 the Baltimore and Ohio road was
commenced with a gauge of four and a
half feet, and with outside flanges for
the wheels. In 1829 the Rocket, a tri-
bular engine, was built in England for
the London and Manchester railroad,
and about the same time it was settled
in England that there was less friction
in having the flanges on the outside of
the wheels. A great many experi-
ments were tried with gauges of vary-
ing width, until at last, as a compro-
mise, the present gauge of four feet
eight and a half inches was adopted.
In 1830 the first American engine was
built by Peter Cooper, and ran from
Baltimore to Elliott's Mills, carrying
twenty-three passengers, at the rate of
five to eighteen miles an hour.

At present there were 125,000 miles
of railroad in the world, and locomotives
enough to form a continuous line
from New York to Chicago. The con-
clusion of the reading was greeted with
warm applause.

In the discussion which followed, Mr.
McAlpine said Mr. Horatio Allen, the
president of the association, was the
first engineer on the Charleston and
Hawkins railroad, and was the first
man in America that took hold of a lo-
comotive to run a locomotive. This loco-
motive was the Lion. Mr. McAlpine had
seen it put together when a boy, and
had helped to some extent in the oper-
ation. Any one who would go to Ken-
sington Museum in London could see
there the first English engine, the
Rocket. It was a curious thing, part
wood and part iron. He would
also see there one of the first engines
made by Watt. The walking beam and
connecting rods were of wood. Por-
tions of this engine were in the Bank
of England and in the Kensington
Museum.

Mr. M. N. Forney said that in 1832
Mr. Allen had two engines for the
South Carolina railroad, which had all
the essential features of the Pacific en-
gine. An engraving of this engine had
been published in a paper in this coun-
try and in Engineering in England,
since which time Mr. Fairlie had taken
out two patents for his engine. The
case was mentioned as of interest be-
cause it appeared to be the revival of
an abandoned invention.

Mr. Allen detailed the incidents con-
nected with the starting of the first lo-
comotive in this country. Mr. Horatio
Allen was the engineer, and drove the
engine over a week trestle bridge near
the point of starting, and left the spec-
tators admiringly cheering the perfor-
mance of the locomotive.

A SAUCY HORSE.
The following little anecdote is told
in a recent volume of travels. A Ger-
man cavalry soldier and his horse were
captured in the night at La Bourget,
and taken off with the other prisoners.
"Three days after the fight they were
battled for the night in a village. The
poor fellow was sitting near the win-
dow thinking how he might escape,
while his noisy captors around the
fireplace were lulling themselves with
slumber. Suddenly he heard the neighing
of a horse. His soul is
trembling and his blood stops for a
moment. No doubt it is his sagacious
steed, that had broken loose from the
shed where he had been placed, and
was in search of his master. One of the
panes of the window was replaced by
paper; boring with his finger a hole in
it he lays his mouth to the opening,
calling cautiously and coaxingly, "Liz-
zie, Lizzie." A joyous neighing is the
reply, and Lizzie is close to the win-
dow. In a moment the whole frame
of the easement is smashed, and before
the tipplers know what is the matter he
is outside and on the bareback of his
faithful mare. It is as if the sagacious
mare knew that the life of her master
was at stake, for she runs off like a
whirlwind and yet she is not urged on
by spurs or bridle, for the frantic riders
have taken the boots off the rider, and
the bridle is hanging by the saddle in
the shed. Shots are fired after them,
and bullets fly past their ears without
stopping the horse. The humor does
not remember the way but Lizzie does,
and after thirty-five hours both arrive
at the outposts of La Bourget, dead
but happy to be again their com-
rades.

A plucky woman in Dubuque enter-
ed a saloon on Saturday evening, kick-
ed over a table, drew a revolver on the
bartender, and led her husband out by
the ear.

heavy steam roller, and a surface of
broken stone or gravel well rolled in,
deep mud and ruts may be abolished,
even on the worst soil, and a durable,
smooth-surfaced road may be guaran-
teed. The celebrated Telford road is
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WRITING FOR A LIVING.

Three articles a year is all any first-
class writer can hope to get into any
one magazine, and these will not aver-
age more than eighty dollars, or two
hundred and forty dollars paid by one
magazine to one contributor per year,
and that contributor a first class writer.
Now, there are but eight or ten month-
lies in the country into which a popu-
lar writer might manage to get twelve
or fifteen articles a year, and realize
eighty dollars an article, some twelve
hundred dollars from his pen! If this
be the case with the first writers in the
country, what becomes of all the scrib-
bling small fry that are trying to make
a living with their pens? Write, gentle-
ladies, one and all, but let it be under
some other inspiration than that of
hoping thereby to furnish your ward-
robes or make your bread. Pen money
may suffice for pin-money; but it will
not do to trust it for the staples of ex-
istence. Nothing chills genuine in-
spiration like cash and routine. Mark
Twain, the greatest humorist of the
day, tried to be funny by the month,
to spin jokes by the yard, to re-vamp
old witticisms and invent new ones, in
the Galaxy, at so much a page, and
made a desperate failure of it. Fancy
is confounded by the clatter of cog-
wheels, and highest human invention
cannot be harnessed in mill horse
traces and urged to a mill horse round
without becoming as stupid as the mill
horse himself, the chiefest emblem of
stupidity and dullness.—Ladies' Re-
pository.

RURAL ROADS.

The season for bad roads approach-
es: the time midway between autumn
and winter, when a frozen soil is broken
up into innumerable fragments of
clay, edgewise and every wise
into a substratum of mud, where the
lost locks them fast, producing a leg-
wrenching, wagon-racking, horse-and-
vehicle destroying surface unknown to
frequenters of large cities, where Del-
gian, cobblestone, wood and concrete
pavements prevail. This sorry state
of things may be met with on tens of
thousands of leagues of roads through-
out such portions of the United States
as are subject to heavy frosts. In the
spring and fall when the feeble
weather comes and when it freezes,
the roads are well nigh impassable for
light vehicles, and altogether unfit for
the transportation of loads. Where
floods do not prevail, the autumn and
spring rains make mortar beds of the
road surfaces, through which beagled
teams painfully struggle, weary-
limbed and heavy eyed, often giving
up in sheer despair, obliging their
drivers to leave their vehicles at and
in mire and lead their worn out horses
to the nearest haven of shelter.

We have not a single rural reader
who will not at once recognize the
truth of this picture. Could they rec-
ognize the truth as well, that on all
main roads it would be far cheaper,
by systematic road making and repairing,
to avoid the evils portrayed, there
would be no necessity for the present
article.

There is no work done by any agri-
cultural community that pays so well
as road making and repairing. How
often farmers are prevented from
availing themselves of good market
prices on account of the miserable con-
dition of roads. How often are their
profits reduced by the expenses of car-
rying over bad roads. When summoned
to aid in road repairing, as is the cus-
tom in many parts of the country, how
reluctantly their service is contributed
to the general good, and how the work
is shirked. Because they do not reap
their reward directly in dollars and
cents, they do not realize the magni-
tude of the return for labor expended.
But saying no more as to the impor-
tance of good roads to farmers, let us
lay down a few general principles which,
if observed, will for the most part in-
sure passable roads for all seasons.
Thorough drainage is absolutely es-
sential. Where it cannot be secured,
a bridge or causeway will be required.
The roadway should never be level,
either longitudinally or laterally. It
should be rounded up so that water
sheds toward both sides, where it
should be received by ample ditches.
Through these the water should flow
only to such a distance as is propor-
tioned to the capacity of the ditches.
If the water overflows the road during
heavy rains, there will soon be ruts
and mud in plenty. Where the two
longitudinal inclines meet there should
be culverts of good substantial mason-
ry, through which the drainage water
may flow into some natural channel.
If the road be built in this manner,
and thoroughly rolled with a good

heavy steam roller, and a surface of
broken stone or gravel well rolled in,
deep mud and ruts may be abolished,
even on the worst soil, and a durable,
smooth-surfaced road may be guaran-
teed. The celebrated Telford road is
nothing more than a hard rolled earth
bed, with a broken stone surface well
rolled in. It is one of the best as well
as one of the cheapest of roads.

When stones are plenty, Blake's
stone crusher will bite them in pieces
as easily as a boy cracks a walnut, and
with a rapidly moving belt. With
these two outgrowths of modern en-
gineering, there remains but very little
excuse for bad roads in any place where
there is plenty of stone.—American
Aristocrat.

At the fifth annual convention of the
American society of civil engineers,
Mr. J. D. Steel, of Contoivre, Pa., read
a paper on "Early History of Railroads
and the Origin of the Gauge." The
paper was full of interest, and elicited
the undivided attention of the members.
The author narrated the gradual pro-
gress of the rail from the first wooden
track to the perfect steel rail of the
present day. Steam was employed
first in England, in 1714, in which
year was proved that the adhesion of
the wheels to the rail was sufficient to
move a loaded train without the use of
stationary engines. In 1810 Stephen-
son applied the motion directly from
the piston to the wheels, and a few
years later a train of 38 wagons loaded
with freight and passengers was drawn
at the rate of twenty miles per hour.
In 1827, the first road was built in the
United States—the Quincy road, with a
gauge of three feet. About the same
time the March Chunk road was con-
structed, which was a gravity railroad,
extending a distance of nine miles. In
1828 the Baltimore and Ohio road was
commenced with a gauge of four and a
half feet, and with outside flanges for
the wheels. In 1829 the Rocket, a tri-
bular engine, was built in England for
the London and Manchester railroad,
and about the same time it was settled
in England that there was less friction
in having the flanges on the outside of
the wheels. A great many experi-
ments were tried with gauges of vary-
ing width, until at last, as a compro-
mise, the present gauge of four feet
eight and a half inches was adopted.
In 1830 the first American engine was
built by Peter Cooper, and ran from
Baltimore to Elliott's Mills, carrying
twenty-three passengers, at the rate of
five to eighteen miles an hour.

At present there were 125,000 miles
of railroad in the world, and locomotives
enough to form a continuous line
from New York to Chicago. The con-
clusion of the reading was greeted with
warm applause.

In the discussion

[illegible]

Socially, if not officially, Europe is being Americanized. Minstrel troupes, a few years ago, invaded England. A circus, now genuine, is now conveying wealth and pleasure-seekers up and down the beautiful blue Danube at moderate prices. While we thus educate the masses of Europe in American habits, may we not also be preparing them for the more important task of self-government. Nothing surprises intelligent European travelers in this country more than the good order and good humor which prevails large assemblages of Americans. When once the people of the Old World have learned how to rule themselves in the ordinary intercourse of life, when they can hold their own in merry-makings without detracting of solidarity to keep them in order, they may aspire to that liberty which has made our fortunate country a marvel among the nations.

The arrival of two eminent servants to our shores from England, Jas. Anthony Froude, and Prof. John Tyndall, promises great advantages to the cause of scientific and historical knowledge. Both come to lecture, and both will make a tour of the continent, speaking in some of the principal cities. Prof. Tyndall has brought a large collection of apparatus, and two assistants to aid him in the performing of the experiments. Mr. Froude will discourse upon the relations between England and Ireland, a delicate subject for a Englishman to handle, but in his lectures he will keep on strictly neutral grounds. The following are the titles of his lectures: "The Norman Conquest of Ireland," "Ireland under the English and Stuart," "The Penal Laws and their consequences," "Grattan and the Volunteers," "The Rebellion of 1798, the Union and the Ireland of today."

Je-le-lah Barchard, once preaching a revival sermon, was interrupted by the entrance of Aaron Burr. "Here comes one," said the revivalist, "against whom I even will testify in the day of judgment." "Yes, sir," said Burr, "in fifty years of criminal practice I have always found the greatest rascals turn state's evidence."

A poor but pious young man apologized the other evening, while making a call, for the muddiness of his boots, saying he had not taken a carriage, but had walked up with commendable economy. "He was grieved when the lovely being whom he adored inquired why he didn't ask Mr. Economy in."

An Illinois lady of Celtic descent lately blew down into the chimney of a kerosene lamp, and the lamp blew back again, and Bridget Monahan is no more.

A printer out west, whose office is half a mile from any other building, and who hangs his sign on the limb of a tree, advertises for an apprentice. He says, "A boy from the country preferred."

The latest official returns to the Berlin postoffice show that two thousand four hundred and six daily American newspapers are regularly received there.

During the war an Irish peasant, who was posted with a musket on duty, and had wandered a little out of his position, was accosted by an officer with, "What are you here for?" "Faith, your honor," said Pat, with his accustomed good humor, "They tell me I am here for a century."

A dying Irishman, asked by his confessor if he was ready to renounce the devil and all his works, replied: "Don't ask me that; I'm going to a strange country, and I don't intend to make myself enemies."

Every Epiphany, if immediate attention were paid to the first invasion of the throat and lungs by disease, there would be comparatively few deaths from consumption, which, as it is now, and the health records confirm us in the truth of what we write, is one of the most of those who die prematurely, and of those who die in pain, and of those who die in poverty, perhaps, at first, but gradually proceeds to that stage, when it becomes a fatal and as fatal as the cholera. Dr. Keyser's Lung Cure is infallible in all such cases. It cleanses the tubercular deposits on settling in the lungs, and even if they are beyond repair, it cleanses them, and carries them out of the system as so many noxious elements which have no business to be there.

The blood is restored by Dr. Keyser's Lung Cure to a newness of plastic power, which, in its onward of repair, it distributes to every part of the system, and carries them out of the system as so many noxious elements which have no business to be there.

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Holloway's Pills and Ointment are the only medicinal preparations necessary in families. The Pills regulate all the internal organs with unerring certainty; the Ointment is a positive antidote to all external diseases, and is equally effective in the treatment of all skin diseases.

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Dunchee & Co's new advertisement

DON'T

Be deceived, but for coughs, colds, sore throat, hoarseness and bronchial difficulties, use only

Dr Wells' Carbolic Tablets.

Withoutless indications are on the market, but the only scientific preparation of carbolic acid for lung diseases is when chemically combined with other well known remedies, as in these tablets, and all parties are cautioned against using any other.

In all cases of irritation of the mucous membrane these tablets should be freely used, their cleansing and healing properties are astonishing.

Be warned, never neglect a cold, it is easily cured in its incipient state, when it becomes chronic the cure is exceedingly difficult. Use Wells' Carbolic Tablets as a specific.

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The grant of lands to the Grand Rapids

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The Pine Lands are situated on the Mus-

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